

THE HARVEST QUEEN.

REASONS FOR THINKING THE ADRIATIC OCEAN

ER'S CREW.
The story of the Harvest Queen disaster continues to excite much attention. There is now no doubt in the mind of Mr. Larson, of the firm of C. H. M.

of the steamer flatly deny that anything of the kind occurred. The latter admit, however, that they nearly collided with a vessel in the Irish Channel on the morning of the 31st ult., but held that but little dan-

is expected to be heard by the owners of the missing ship unless, of course, something more is found which will be additional circumstantial evidence of her fate. They fix the time and probable whereabouts

experience that there is no chance of any other supposition than that the latter met the former, even if she did not cut her down and drown all on board.

They could not believe that another ship like the Cape Comorin could have been in collision, as the date of the later leaving Liverpool and the Harvest Queen departing for Queenstown were so far apart as to be deemed impossible. All that is known of the Cape Comorin in New York is that she was an iron ship of about 1,200 tons, and commanded by Captain Haines. In December 1872 the following news was published in the *London Journal*:—

"Captain Cruise, of the steam-tug Great Empress, reports having towed out the Cape Comorin, hence from Bombay, and on the 11th half-past five P. M. she was seen about 100 miles south-west of Tuskar. With a strong southwest, fresh breeze."

The Herald:— "LIVERPOOL, JAN. 7, 1876.
"The English ship Cape Cornwin, which left this
a few days ago for Bombay, has been wrecked on the
Irish coast. The crew numbered twenty-eight, some
of whom were saved.
The friends of the White Star line, on the other hand,
claim that as both the Harvest Queen and Cape Corn-
win were wrecked on or near the Irish coast, there
must have been some common cause for the disaster.
The latter vessel was bound for the Adriatic coast, and
the being a strong breeze blowing directly up the Channel
after the Cape Cornwin, she may have met the mis-
fortune of the other ship.
However, the strongest point that bears against it

that in the report of the wreck of the Comoro no mention is made of a collision. Mr. Lamson fails to mention any attention should be given this phase of the case.

CAPTAIN JENNINGS' REPORT.

The Adriatic sailed early yesterday morning for Liverpool, but the ship was held on board a "collision investigation meeting," all the officers being present. The proceedings, of course, have not transpired, but it is alleged that a full understanding has been reached between the American and British officers of trade and other English authorities was then determined upon. That this meeting was held there can be no doubt. An investigation in Liverpool will of course clearly bring out these and other facts. The results of the inquiry will be reported.

complete exoneration of Captain Jennings and his fellow officers from all blame. Mr. Curtis yesterday received a letter from a teenage passenger of the *Adriatic* who said that on one occasion David Whelan denied that any collusion occurred, and is willing to testify to the fact. On the other hand, the following missive was yesterday received at the Herald office, which he had sent to the captain of the *Adriatic* to grow upon the alleged collusion:

A SAILOR'S ACCOUNT.

STEAMSHIP *ADRIATIC*, New York, Jan. 14, 1876.

To the EDITOR of the HERALD.

On the 12th inst. I was on board the watch below and was awakened by the steamer running into a ship off Moyné Heads, coast of Ireland. The watch got on deck

As soon as possible without causing a catastrophe, the boat was hoisted by the steam derrick, showing a white flag with fore and mainmast sails set, saw a green side light; the steamer's engines were kept running until she was about one mile from the disabled ship. The disabled ship was then hoisted by the boats' lashing ready for launching; second officer ordered the boatswain to let everything stand, for he was going forward to look at the disabled ship; six boats were hoisted by the derrick, and the boats were several fathoms in the water, on the starboard side; hands ran for Nos. 7 and 8 boats, as the order was then given to lower them. Ten minutes later the disabled ship was hoisted by the derrick to being the weather boat, and as fast as all hands could swing it outboard the motion of the steamer

would again swing in. During this interval the steam was shut off, and the ship was left drifting. When moving in the way I am not certain, but the voices on our starboard beam were soon lost astern. The steamer used no night signal patent lights to burn off the water, nor life boats, and the light which was thrown aboard the ship, the patent night light might have saved many lives, for the ship was a large one, bound eastward, up Channel. Then the boats would have known exactly where to pull the survivors. I am far from certain, but I think the steamer, which was still moving ahead all the while. When gone less than an hour a green light was burned on our deck for the return, and doing so these were hoisted up the mast. Before we lost sight of the disabled ship one of our

seamen spoke to the chief officer, saying that the light was settling down in the distance. The chief's reply was, "I don't know what you mean. Mind your own affairs." The man said no more. Soon the light disappeared. These things I saw. What I learned from the man on the lookout is that the disabled ship was in the Channel in English, but received no answer, and when the ship was first sighted her light was from one to two points on the steamer's starboard bow. There were three seamen on the lookout at the time, two of whom are now in the hospital. The disabled ship was seen from the steamer's port bow at the time, blowing fresh from west to southwest. The writer can be found if wanted. Respectfully, ONE OF THE ADHATIO'S CREW.

VASSAR COLLEGE ALUMNÆ.

A very important association was formed at the Denby Hotel yesterday afternoon, where upward of sixty ladies, alumnae of Vassar College, met at six o'clock. It is styled the "Vassar Alumnae Association of the City of New York and its Vicinity." At the time above designated the ladies sat down to lunch in the elegant parlor saloon of the St. Denis. Known as Taylor's saloon. Mr. Gilson had provided an excellent repast and decorated the rooms most tastefully. The president presiding was Miss Mary C. Gilson, of 1897, and among the guests were Professors Raymond, Breslin, Rackus and Cooley, besides the resident physicians.

Dr. Webster, a lady member of the profession, and by the way, was a strictly professional affair, Professors Raymond and Backus made brief addresses commending the object of the new organization, to further the interests of Vassar and to aid in furnishing a good education to student nurses. After the matter heartily entered into the spirit of the proposition and many of them delivered their views upon it. Owing to their native modesty, however, no names were made public.

DARTMOUTH ALUMNI

The Alumni Association of Dartmouth College will hold its annual festival at Delmonico's on Wednesday

evening next, at six o'clock. A very large assemblage of distinguished graduates is anticipated. Richard H. Kimball, the well known author, will preside.

FATHER DUCEY'S LECTURE.

Rev. Thomas J. Ducey will lecture at Cooper Institute to-night before the members of St. Michael's Lyceum upon "Types of Christian Character." The proceeds are to be devoted to the rental of larger quarters and to the purchase of books, &c., for that useful institution.

CRUELTY TO ANIMALS.

During a year 1875 the American Society for the Prevention of Cruelty to Animals prosecuted 510 cases of cruelty. During the year the agents were called upon to destroy 1,164 horses and mules. The ambulances of the society removed from the streets 176 disabled animals. The officers investigated over 1,200 complaints, and the evils complained of were remedied without arrests being made. Twenty-four contaminated dog and cock fights were broken up and a sum of \$100 was collected. The dogs seized. The work above mentioned only includes that in this city and country, Brooklyn, Staten Island and suburbs of New York.

The Brooklyn branch of the Society for the Prevention of Cruelty to Animals has now fully organized its work. An office has been opened at No. 199 Joralemon street, and a subscription book is open for the enrollment of new members. The initiation fee is \$5. Mr. George William Johnson, superintendent and secretary, will be found in the office daily from nine A. M. to three P. M. to receive complaints of cruelty to animals. The officers are—President, John Degraw; Vice-President, John W. McLaughlin; Secretary, John D. Gillen; Charles W. Russell, John Greenwood, Henry E. NeSmith, Augustus S. Masters; Chairman of the

BOOKS RECEIVED.

"The History of Creation." By Ernst Haeckel. 2 vols.
New York: D. Appleton & Co.

"The Nature of Light." By Dr. Eugene Lommel. New
York: D. Appleton & Co.

"The Philo of Aristotle." By Rev. Francis Sewall. Phila-
delphia: J. B. Lippincott & Co.

"Michellina." By Mme. Eugene Bernier. New York: E.
P. Dutton & Co.

"Her Dearest Fox." By Mrs. Alexander. New York: E.
Henry Holt & Co.

"The Birds of North America in the Spring and Summer of 1878."
By Charles Nordenskiöld. New York: D. Appleton & Co.

"George, or, the Planter of the Isle of France." By Alexander Dumas. Philadelphia: T. B. Peterson & Brothers.
"Coasta Caroline's Wedding." By Mrs. Henry Wood. Philadelphia: T. B. Peterson & Brothers.